

Journal

Defense Standardization Program

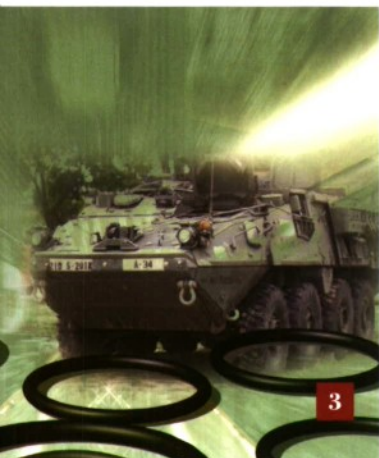
July/September 2008



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Defense Standardization

Defense Parts Management
Joint Standardization Boards
The DoD Qualification Program



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Director's Forum



Addressing the Challenges, Opportunities, and Unknowns of FY09

As Yogi Berra once remarked, "It's tough to make predictions, especially about the future." But as we enter into FY09, I'm going to make a few observations and predictions about what we can look forward to in the upcoming fiscal year.

By the time you read this issue, the presidential election will be over, and no matter who wins, we will have new leaders in the Pentagon next year. It's important for us to get on their agenda early with compelling ideas that are clearly articulated. To this end, we are working with the Standardization Executives to develop a DSP strategic plan that defines goals and priorities for the next several years. We are also developing policy direction, for signature by the Under Secretary of Defense for Acquisition, Technology and Logistics, mandating that all Acquisition Category (ACAT) programs establish a parts management program in accordance with MIL-STD-3018. Restoring parts management as an engineering discipline will significantly reduce costs, improve logistics support, and improve operational effectiveness. In addition, DSPO is finalizing updates for DoDI 4120.24, "Defense Standardization Program," and DoD 4120.24-M, *Defense Standardization Program (DSP) Policies and Procedures*.

Typically, when a new administration comes in, one of the first policy targets is the 5000 series of documents on the defense acquisition system and the Defense Acquisition Guidebook. Today, standardization, parts management, and Diminishing Manufacturing Sources and Material Shortages (DMSMS) are included to some extent in the 5000 series acquisition policies. When these acquisition policies are updated, I would like to see more emphasis on standardization, parts management, and DMSMS as elements of program reviews.

Changes to policies and procedures are necessary first steps, but oversight of implementation is also important. A couple of years ago, the Joint Requirements Oversight Council identified 14 life-cycle sustainment enablers to be considered and reported during program reviews. DMSMS mitigation is one of those enablers, but is it being considered and reported during program reviews? DoD Instruction 5000.2 requires programs to consider the use of applicable international standardization agreements to promote interoperability with our allies, but are they being considered and used? If we succeed in requiring that all programs have a parts management plan, who will ensure this is done and done well? A general rule in management is that those things that get asked about are the things that get done. In 2009, we plan to work with the incoming leadership to ensure that standardization, parts management,



Gregory E. Saunders
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and DMSMS are being considered and adequately addressed during ACAT program reviews.

One of the common threads woven throughout the draft DSP strategic plan is the need for a more integrated DSP infrastructure and more interconnection among automated tools. Since DMSMS and the Government-Industry Data Exchange Program (GIDEP) have become the responsibility of my office, this goal has taken on new levels of challenge, opportunities, and importance. The common link among these programs is the focus on technical information for parts, components, and equipment. Unfortunately, that technical information is maintained in stove-piped databases. The potential benefit from integrating and sharing the information is tremendous. Let me give just a few examples.

Today, when a GIDEP alert is issued that involves a DSP specification or standard, it's likely that the preparing activity for that document has no idea that requiring a change to the document could be a problem. But what if the GIDEP database was linked to the ASSIST database so that the responsible preparing activity was notified of a potential issue?

Today, the Weapon System Impact Tool (WSIT) can associate national stock numbers (NSNs) with specifications and with weapon systems. For example, the WSIT shows over 10,000 NSNs associated with the Advanced Air Traffic Control and Landing System. GIDEP has over 2,000 hits of information about these NSNs. In the future, it might be useful to link the GIDEP information to the NSNs in the WSIT database. When selecting parts for new systems or system upgrades or to address a DMSMS issue, the WSIT can be a useful tool to identify parts being used in similar systems. But what the WSIT doesn't tell you today is whether there may have been problems with those parts. That's where a link to GIDEP information associated with an NSN could be valuable.

Today, the qualified products database (QPD) has the capability to inform users whether a qualified supplier has been recertified or retested as required by policy. The qualification program is a great program provided government oversight ensures that

the supplier continues to meet the specification requirements. When a supplier appears on a qualified products list, the user understandably assumes that someone in the government is ensuring continued product compliance to the specification, but with resources being what they are, this is not always the case. A feature provided by the QPD is a green, yellow, and red flag indicator as to whether a supplier has been recertified or retested. While a red flag does not mean noncompliance with the specification, it is an alert that a supplier has not recently been recertified or retested, and the buyer needs to be aware of this. But in the future, wouldn't it be valuable to have this information flagged in GIDEP and other parts management systems as well?

There are many possible ways for sharing and integrating information across ASSIST, GIDEP, WSIT, QPD, and other parts and standards information databases. The message I want to get across is that it is no longer sufficient to measure how well any one of these technical information systems functions individually. What we must do is make these different technical information systems function together as part of a greater whole.

Of course, whatever new directions we take next year in the DSP, they must be consistent with the acquisition goals, directions, and philosophies of the incoming administration. That guidance will likely take some months to develop fully. Typically, we sponsor a DSP conference in March to share ongoing and future initiatives with the DSP community. Since March would be too early for us to articulate how the DSP can best support the new administration's acquisition goals and direction, we have moved the date of this conference to September 2009, and we are combining it with DMSMS, GIDEP, and parts management for an expanded agenda.

FY09 promises to be full of new challenges and opportunities, and with a new administration, many unknowns. As new acquisition policies and directions are unveiled, we will do our best to keep the DSP community informed and to work with our new leaders to ensure that our programs support their goals.

Defense Parts Management Program Update

By Donna McMurry



Parts management is an integrated effort to streamline the selection of preferred or commonly used parts during weapon system design within an overarching systems engineering framework. Typically, preferred parts are those addressed in non-government standards or military specifications and standards or those already in use in the DoD supply system. Selecting preferred parts provides the warfighter positive returns that correspond with DoD's desired performance-based criteria, including increased operational reliability and availability, decreased cost-per-unit usage, reduced logistics footprint and logistics response time, and reduced total ownership costs.

Parts are the building blocks used to create weapon systems. Selecting parts, ensuring proper design applications, and, in general, managing parts used in complex systems are major engineering tasks. It is important to understand what part types are addressed in the parts management process. The term "part" could denote different hardware levels, depending on how the term is used. Basically, a part is one or more pieces joined together, which are not normally subject to disassembly without destruction or impairment of their intended design use. Microcircuits, connectors, resistors, capacitors, fasteners, bearings, valves, screws, and rivets are some examples of these types of parts. These part types are sometimes referred to as "piece parts."

The part selection process determines the optimum parts while considering all the factors that may affect program outcomes. Using standard or commonly used parts whenever possible improves weapon system dependability and readiness, benefiting the warfighter. Although parts management requires special emphasis during a system's design when parts are selected, a comprehensive parts management program encompasses the organizations, processes, and management needed for effective cradle-to-grave management of parts—from system acquisition through sustainment.

Today's defense acquisition environment is characterized by rapidly changing designs and technologies and by increased risks in weapon system performance and support due to greater use of commercial parts, offshore manufacturing of parts, and Diminishing Manufacturing Sources and Material Shortages (DMSMS). In this environment, the need for defense contractors to have an effective parts management program in place is greater than ever before.

Before acquisition reform, parts management in DoD was rigidly prescribed by MIL-STD-965, "Parts Control Program." As part of acquisition reform's goal to move from prescriptive to performance-based requirements, MIL-STD-965 was

canceled, and parts management became voluntary for contractors. Unfortunately, once it was no longer required, the parts management discipline declined markedly. As a result, nonstandard parts proliferated and obsolescence issues increased, adding to the logistics footprint and driving up support costs.

Parts Management Reengineering

Today's parts management program is more flexible, more user friendly for contractors, and more comprehensive due to a major reengineering effort. In 2004, DSPO began reengineering parts management, initially through a government-industry working group and then an implementation team. In November 2006, DSPO chartered the Parts Standardization and Management Committee (PSMC)—a long-standing government-industry forum—to advise DSPO on the development of policy, procedures, and guidance related to parts management in general, and to support the parts management reengineering effort in particular. When the implementation team disbanded in fall 2007, the remaining implementation tasks became the responsibility of the PSMC.

Today's parts management program is more flexible, more user friendly for contractors, and more comprehensive due to a major reengineering effort.

Key purposes for reengineering the parts management program were to emphasize the importance of parts management, to restore some of the discipline that slipped away during acquisition reform, and to modernize and streamline the process. The focus of the reengineering effort has been threefold:

- Revitalize parts management within systems engineering
- Make parts management a policy and a contractual requirement
- Develop improved parts management tools and metrics.

Another important outcome of the reengineering effort was the development of a comprehensive parts management training course.

REVITALIZE PARTS MANAGEMENT WITHIN SYSTEMS ENGINEERING

To restore parts management as an engineering discipline, DSPO and the PSMC are working with the DoD systems engineering community to incorporate appropriate language into engineering policy and guidance documents and into training

materials to ensure that parts management is adequately addressed during the design and acquisition of new systems and major modifications. Parts management must be considered, addressed, and implemented under the Defense Acquisition Management Framework no later than Milestone B, the system development and demonstration phase. The DoD systems engineering community supports the reengineering effort, actively participates, and provides periodic progress reports.

MAKE PARTS MANAGEMENT A POLICY AND A CONTRACTUAL REQUIREMENT

Ensuring that good parts management programs exist requires including parts management requirements in all new DoD weapon systems, major modifications, and equipment acquisition contracts. In October 2007, the parts management community developed and published a new military standard, MIL-STD-3018, “Department of Defense Standard Practice: Parts Management,” and a new data item description, DI-SDMP-81748, “Parts Management Plan.” The new standard defines parts management

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needs in contracts; addresses setting up a parts management process for prime contractors, suppliers, and subcontractors; and identifies an efficient part selection process for people, companies, and government activities. Standardization Document 19 (SD-19)—*Life Cycle Cost Savings through Parts Management*—is being revised and will be published later this year with a new title: *Parts Management Guide*. The revised SD-19 will provide additional guidance for users of MIL-STD-3018.

DEVELOP IMPROVED PARTS MANAGEMENT TOOLS AND METRICS

A key tool supporting parts management goals and objectives is the Acquisition Streamlining and Standardization Information System (ASSIST) database; ASSIST is the official source of DoD specifications and standards. MIL-STD-3018 and DI-SDMP-81748 can be downloaded from the ASSIST database at www.assistdocs.com.

Two new tools are being developed to augment ASSIST and other existing tools:

- *Defense Parts Management Portal (DPMP)*. The DPMP will provide links to various

parts management tools and sources of information to help users (acquisition offices, designers, and specification-preparing activities) make informed decisions on parts management plans, part selection, and standardization. More information about the DPMP is available in “Defense Parts Management Portal: Coming Soon to a Website Near You,” an article published in the April/June 2008 *Defense Standardization Program Journal* (go to <http://www.dla.dsp.mil> and then click Library). At this time, the DPMP is undergoing beta testing.

- *Parts Management Plan Builder.* The PSMC is developing language to populate a tool for building parts management plans. This tool will reside on the Army Logistics Support Activity’s Systems Planning and Requirements System and will be accessible through the DPMP.

DEVELOP PARTS MANAGEMENT TRAINING

In August 2008, the Defense Acquisition University launched a parts management course—CLL 206, Parts Management Executive Overview—as a continuous learning module. To take the course for credit, or to browse it for interest, go to <http://www.dau.mil/> and then click Continuous Learning. The parts management community plans to develop a more detailed course for parts management practitioners by 2010.

Parts Management Program Elements

PARTS MANAGEMENT PLAN

A parts management plan is a contract-specific application of a contractor’s corporate parts management procedures that meets the objectives of the equipment system’s mission profile, support strategy, and expected service life, as well as the DoD parts management goals and objectives (reducing total ownership cost and increasing logistics readiness). A parts management plan communicates how the contractor conducts an in-house parts management process under the MIL-STD-3018 plan elements. Typically, the contractor’s standards engineer prepares the plan in response to a requirement in a contractual statement of work. The parts management plan needs to address several key elements, such as part selection procedures, documentation procedures, and customer-contractor teaming. After approval by the government acquisition activity, the plan may be put on contract. The contractor is responsible for meeting the requirements of the plan and recommending changes to the plan. Changes need the coordination and approval of the acquisition activity.

PART SELECTION

The most crucial element of parts management is part selection. Selecting the optimum part requires considering myriad factors, including technical characteristics, reliability, cost, commonality, performance history, vendor performance, qualification, standardiza-

tion, potential obsolescence, manufacturing, and maintenance. A disciplined part selection process during the design phase increases the probability of using the most optimum parts in DoD weapons systems and equipment. The following are key aspects of the process:

- *Reliability.* Ensuring that selected parts meet contractual requirements and proper design application is critical for meeting the reliability requirements of weapon system or equipment acquisition contracts. A part that is acceptable for an environmentally controlled ground site may not be acceptable for use in an aircraft that subjects the part to different environments and stresses. Part types used in ground-based aircraft might not be suitable for use in carrier-based aircraft, which operate in severe marine environments and are more susceptible to corrosion. Legacy issues are critically important when selecting parts for design use. If the part selection process addresses lessons learned, fewer parts with built-in failure mechanisms will be used, improving reliability and system safety.
- *Standardization.* Reducing the proliferation of part types through standardization is important for enhancing materiel readiness and interoperability and for reducing total ownership costs. Selecting standard or commonly used parts ensures that reliable, documented part types are used, thereby reducing design risks. Using standard parts within and across DoD weapon systems and equipment enhances part commonality and interchangeability; reduces the variety of parts in the inventory; improves part availability, reliability, maintainability, and economies of scale; and reduces part obsolescence occurrences.
- *Obsolescence management.* Managing obsolescence is a discipline in itself, and a critical element of parts management. Each part selected for design use must be assessed for availability and evaluated based on its projected life cycle to mitigate the effects of DMSMS and to minimize the impact on the system equipment production schedule. Parts selected and used in design should be tracked for DMSMS issues throughout the life of a system to ensure availability of parts and to provide sufficient lead-time to mitigate parts issues in order to sustain fielded systems and reduce total ownership costs. DSPO is responsible for the DoD DMSMS program. The Government-Industry Data Exchange Program, also under DSPO, provides information concerning discontinued parts. More information is available in the April/June 2008 issue of the *Defense Standardization Program Journal*, which focused on DMSMS, and on the DSPO web page (go to <http://www.dsp.dla.mil> and then click Programs). For more in-depth information, see SD-22, *Department of Defense (DoD) Diminishing Manufacturing Sources and Material Shortages (DMSMS) Guidebook* (go to the DSPO web page and then click Library/Standardization Documents).
- *Part and supplier quality.* An important part selection requirement is considering the source of supply and whether the parts are appropriate for the application in which

they are used. Part manufacturers and distributors who provide a selected part must follow documented and established quality assurance policies and procedures, including statistical process control data and process controls on manufacturing, material, shipment, storage, notification concerning process changes, customer satisfaction, and quality measurement systems.

Benefits of Parts Management

DoD benefits from parts management in four key ways:

- Cost avoidance
- Enhanced logistics readiness and interoperability
- Increased supportability and safety of systems and equipment
- Reduced acquisition lead-time.

When items or systems share common components, repair time is shorter because parts are more likely to be on hand and technicians spend less time solving individual problems.

COST AVOIDANCE

Parts management helps save equipment design and total ownership costs by promoting the application of commonly used parts. Standardization of parts and replacement of multiple similar parts with one common part result in larger part-type buys because the common parts are used in multiple applications. Both the contractor and the customer benefit from the economies of scale. Part standardization also helps the contractor avoid the increased cost of maintaining technical data and storing, tracking, and distributing multiple parts.

ENHANCED LOGISTICS READINESS AND INTEROPERABILITY

When items or systems share common components, repair time is shorter because parts are more likely to be on hand and technicians spend less time solving individual problems. Using common components simplifies logistics support and enhances substitutability because fewer parts are stocked. This translates to savings in procuring, testing, warehousing, and transporting parts.

INCREASED SUPPORTABILITY AND SAFETY OF SYSTEMS AND EQUIPMENT

Preferred parts reduce risk and improve the chances that equipment will perform reliably.

Preferred parts have a history of proven reliability, withstanding rigorous testing and performing at stated levels. Their use decreases the number of part failures, reducing the number of maintenance actions and potentially precluding failures that could cause mission failure or loss of life.

REDUCED ACQUISITION LEAD-TIME

When preferred parts are used, government and industry avoid the expenses and delays of designing and developing parts and the issues of acquiring a new item with no available history or documentation. Using preferred parts often reduces the time between the purchase request and part receipt.

Cost-Benefit Analysis

Some cost avoidance factors that constitute benefits of parts management are difficult to quantify. However, an analysis of historical parts management data clearly shows that the tangible benefits of reducing the proliferation of part types in new designs can be substantial. Cost factors may vary depending on the organizational and operational structure

The average total cost for adding a new part into a system today is about \$27,500.

of a given program or company. This method for estimating costs uses conservative values for the factors it includes and does not include values for some one-time and intangible cost factors.

The average total cost for adding a new part into a system today is about \$27,500. An effective parts management program will avoid this cost every time it precludes introducing an unnecessary new part into the system. For example, using an existing part and not introducing a single new part such as a nut or bolt results in an estimated cost avoidance of approximately \$27,500 during a weapon system's life cycle. This cost estimate for adding a new part into the inventory derives from six different program areas: engineering and design (\$12,600), testing (\$1,000), manufacturing (\$2,400), purchasing (\$5,200), inventory (\$1,200), and logistics support (\$5,100). Historical acquisition data show that a program with 10,000 parts could easily achieve a life-cycle cost avoidance of \$6.8 million (based on 250 parts per 10,000) through the use of an effective parts management program. *Reduce Program Costs Through Parts Management*, researched and written by the PSMC and published by DSPO, contains additional information about hours to accomplish tasking, hourly rates used, one-time costs, and intangible benefits for this cost-

benefit analysis. This document is available at http://www.dsp.dla.mil/app_util/content/documents/partsmgmt.pdf.)

Parts management also avoids costs by mitigating part obsolescence issues. As of 1999, the cost of resolving part obsolescence problems ranged from a low of \$1,800 for part reclamation to a high of \$400,000 for a major redesign effort. (The DMSMS community is updating these figures, recognizing that today's obsolescence costs have increased by orders of magnitude.)

Conclusion

Parts management is a critical part of the acquisition process for designing, developing, modifying, and supporting DoD weapon systems and equipment. Its focus is on selecting the best parts during the design phase of an acquisition program within an overarching systems engineering framework. As the building blocks used to create weapon systems, parts have a significant effect on weapon system dependability and readiness. Since the reliability, maintainability, and supportability of an end item depend heavily upon these fundamental building blocks, an effective parts management program is essential for effectively supporting the warfighter.

More information about the DoD parts management program and the PSMC may be found at the DSPO website (<http://www.dsp.dla.mil/>) and at the PSMC website (<http://www.dscc.dla.mil/programs/psmc>).

About the Author

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Joint Standardization Boards

An Update

By Tom Ridgway



Largely due to the vision and determination of my predecessor, Mike Goy, the initial Joint Standardization Boards (JSBs) were chartered in June 2006. (The October/December 2006 *Defense Standardization Program Journal* introduced the JSB concept and set the stage for what were the initial standardization priorities for five of the JSBs.) Building on the JSB foundation, a DoD policy memorandum codifying JSBs was sent to the standardization management activities on January 9, 2007. As stated in the memorandum, “The purpose of JSBs is to provide senior-level oversight and support within a specific domain or commodity and establish an effective, Department-wide forum for standardization coordination, planning, and decision making.”

To date, nine JSBs have been officially chartered and one more has been proposed. The boards are enhancing standardization management by working to achieve common, mutually satisfactory standardization solutions to shared requirements and problems.

What Are JSBs?

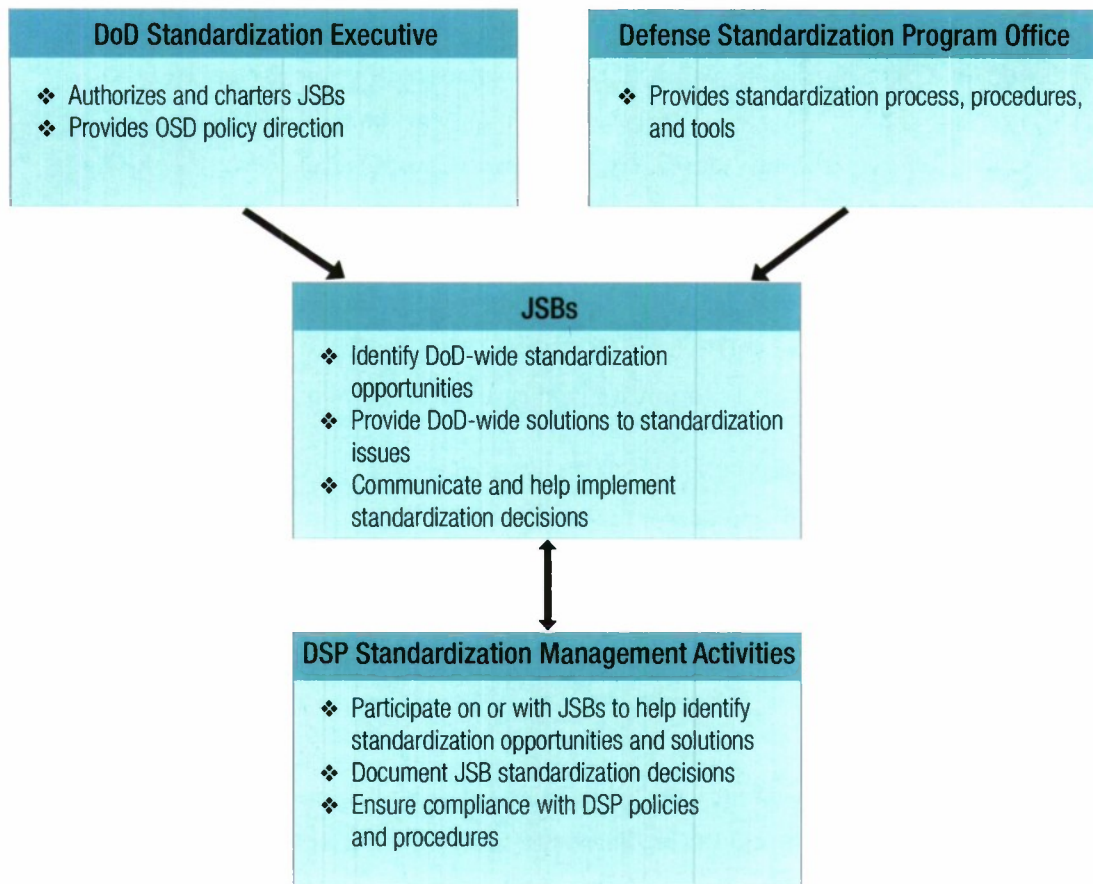
Joint Standardization Boards, or JSBs as they are more commonly referred to, advance interoperability, logistics readiness, and cost-efficiency within their areas of responsibility by providing standardization advocacy, guidance, and executive-level support. They assist with making sound acquisition, standardization, and sustainment decisions, while supporting and facilitating multiservice standardization programs.

JSBs play a key role within the Defense Standardization Program by defining enterprise-wide standardization objectives and strategies for a designated commodity area. Bearing this in mind, they provide a joint forum for high-level oversight and advocacy of strategic standardization initiatives. By providing executive-level support to address commodity-related issues and needs, JSBs assist with establishing priorities to help the standardization community wisely allocate resources.

The boards comprise primary voting members from the Departments of the Army, Navy, and Air Force and from the defense agencies. Individuals from industry and academia may participate as subject matter experts to help foster standardization solutions.

Joint Standardization Boards are chartered by the DoD Standardization Executive. DSPO provides the concomitant standardization processes, procedures, and tools. Figure 1 depicts the management structure.

FIGURE 1. DSP Management Structure with Joint Standardization Boards



How Do JSBs Work?

JSBs are not intended to supplant any DSP organizations. Instead, they leverage existing resources and capabilities outside of, and within, the DSP at an enterprise-wide level to improve standardization program funding, management, and effectiveness. JSBs help provoke dialogue among all concerned stakeholders, which have different interests: the military services have a primary interest in systems development, management, and sustainment; organizations such as the Defense Logistics Agency have a primary interest in components, piece parts, and other materiel and consumables used in the sustainment of defense systems; and OSD and its delegated executive agents have specific interests in the implementation of broad-based functions and other special initiatives that cut across systems, items, components, and other materiel. DSP, through the boards, brings stakeholders together to help facilitate collaborative solutions to joint service/DoD requirements in achieving DoD-wide standardization.

To be effective, a JSB should have a relationship with a chartered technical working group, advisory group, or other technical organization responsible for identifying technical requirements. The relationship between the JSB and the technical organization, as

well as the appropriate Lead Standardization Activity, forms a synergistic effect that bridges the gap between JSB standardization opportunities and DSP policy, processes, and procedures.

Table 1 lists the current JSBs and their associated technical organizations. By chartering these organizations, JSBs will have a structure for bringing stakeholders together to identify where materiel standardization efforts would improve the top-level functional capabilities of and interoperability among systems, equipment, technologies, and services.

TABLE 1. Current JSBs

Joint Standardization Board	Technical Organization	Chair
Aerial Refueling Systems	Aerial Refueling Systems Advisory Group	Navy
Fuze/Initiation Systems	DoD Fuze Engineering Standardization Working Group	Army
Intermodel Equipment	Joint Intermodel Working Group	Navy
Medical Materiel/Equipment	Defense Medical Standardization Board	Navy
Microcircuits and Semiconductors	Defense Microcircuits Planning Group	OSD
Mobile Electric Power Generating Sources	DoD Project Manager Mobile Electric Power	Army
Power Source Systems	Joint Battery Technical Working Group	Army
Tactical Rigid-Wall, Soft-Wall, and Hybrid Shelters; Special-Purpose Covers; and Shelter Accessories	Joint Committee on Tactical Shelters	Army
Tactical Unmanned Aircraft Systems	Joint Tactical Unmanned Aircraft Systems Working Group	Navy

With such a structure, JSBs can achieve enterprise-wide standardization by leveraging scarce resources, prioritizing standardization needs, integrating programs, and minimizing duplication. A recent success story can serve as a model:

The JSB for Intermodal Equipment (JSBIE) developed a draft Joint Modular Inter-model Container (JMIC) interface standard as a result of the Joint Modular Inter-modal Distribution System (JMIDS) Joint Capability Technology Demonstration (JCTD) program. This draft standard encompasses the JMIC concept of modular unit loads and is based on the hardware developed and successfully proven in the JMIDS JCTD. To prepare and process the interface standard, the JSBIE enlisted the services of the Army Logistics Support Activity (LOGSA) Packaging, Storage, and

Containerization Center. LOGSA is the Lead Standardization Activity for the Packing, Packaging, Preservation and Transportability standardization area.

Each JSB provides periodic reports to DSPO; the reports include a list of prioritized standardization opportunities, ongoing activities, and significant accomplishments. DSPO reviews each JSB's progress and its charter to determine if the JSB should continue. Some of the boards have already made significant progress.

Observations

The concept of JSBs is still evolving, as evidenced by the need for more effective operating procedures in support of the JSBs. I offer the following observations about those procedures:

- *Observation 1—operating tenets.* Recent experience suggests a need to establish and document overarching JSB tenets. The tenets should address JSB objectives and JSB effectiveness. In addition, they should reinforce the importance of the synergistic relationship between the technical organization, which is responsible for identifying technical requirements; the JSB, which is responsible for identifying standardization opportunities; and the Lead Standardization Activity, which is responsible for implementing standardization processes.
- *Observation 2—distinction between the technical organization and the JSB.* The authorization memorandum seems to imply that the technical organization and the JSB are synonymous. However, for the JSB to be effective, it should be a separate entity distinct from the technical organization. JSBs are chartered by the DoD Standardization Executive to address standardization issues. Technical organizations are chartered by a different sponsor or champion to address specific engineering, logistics, or sustainment issues.
- *Observation 3—charter.* The JSB charter should be no longer than 2 pages and should succinctly describe the board's purpose, process, authority, membership, meetings and procedures, and duration.
- *Observation 4—standing up a Joint Standardization Board.* Once a technical organization is identified and a JSB is approved, some start-up issues need to be addressed. For instance, operational procedures should be developed, including roles and responsibilities of the JSB members, expectations for JSB meetings, and any other standard operating procedures required. The procedures should be captured in a supplemental document to the charter.
- *Observation 5—funding.* In today's operating environment, everyone is looking for funding. The JSB program is no different. However, a limited amount of start-up funds may be available to help establish a JSB. The start-up funding is limited to a 3-

year period. In the first year, funds would be used for establishing the JSB; in the second and third years, funds would serve to transition to alternative sources of funding and resourcing. To be eligible to obtain the start-up funds, at least one of the following criteria must be met:

- ❖ The JSB standardization effort uses a new, unique, or innovative approach.
- ❖ The effort supports safety, interoperability, or operational readiness.
- ❖ The effort is outside of the Lead Standardization Activity's purview.
- ❖ No alternative funding is available.

Having matching funds is not a mandatory criterion, but JSBs that can provide matching funds are more likely to receive supplemental funding.

■ *Observation 6—establishing a new JSB.* Establishing a new JSB is not difficult, but at times, it appears to be cumbersome. For example, because a set of criteria for establishing a JSB does not exist, each proposed JSB must be evaluated on its own merits, leading to a lengthy approval process. This occurred recently when working with the chairman of the DoD Tri-Service Electromagnetic Radiation Protection Working Group to establish a JSB for Electromagnetic Environmental Effects to Personnel. Perhaps the criteria for establishing a JSB could be added to the DSP manual, *DoD Standardization Program (DSP) Policies and Procedures* (DoD 4120.24-M). The manual is being revised and is out for coordination.

■ *Observation 7—charter updates.* The JSB for Intermodel Equipment recently revised its charter to separate the technical organization from the JSB. This effort helped create a process for updating JSB charters. When JSB charters require updating, only the charter must be revised. It is not necessary to have the original authorization memorandum approved again. The original authorization memorandum is retained on the DSPO website, and the revised charter with its approval date is added.

Summary

The JSBs have evolved from a concept (what are they?) to a concept of operations (how do they work?) to operational entities—another powerful tool under the DSP umbrella. The JSBs provide standardization-focused forums and foster enterprise-wide solutions. As JSBs continue to evolve and become even more active with the standardization communities, DSPO will continue to work on operational issues to ensure their effectiveness.

For more information, contact Tom Ridgway at 703-767-6882 or e-mail him at Thomas.Ridgway@dla.mil.

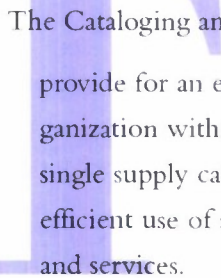
About the Author

Tom Ridgway is a member of the DSPO staff. He serves as the program manager for Joint Standardization Boards and the Item Reduction Program. ✱

The DoD Qualification Program

By Donna McMurry





The Cataloging and Standardization Act of 1952 was established to provide for an economical, efficient, and an effective supply management organization within the Department of Defense through the establishment of a single supply cataloging system, the standardization of supplies, and the more efficient use of supply testing, inspection, packaging, and acceptance facilities and services.

The DSP continues to carry out that mission enacted so many years ago. Today, one of the cornerstones of the DSP is the DoD qualification program. The qualification program helps DoD meet its needs by improving the availability of products, and it assists with shortening the procurement process by completing long, or highly complex, evaluations and tests of manufacturers or products before a contract is awarded. By eliminating repetitive surveillance audits and tests, the DoD qualification program has been successful at helping to reduce costs.

What Is Qualification?

Qualification is a process performed in advance of, and independent of, an acquisition. Its purpose is either to establish, by testing, that specific products conform to the requirements in military specifications or to certify (usually by audit) a manufacturer's capability to produce qualified products. Approved products are listed on a qualified products list (QPL). Products approved by the audit process are listed on a qualified manufacturers list (QML). Increasingly, these records are stored electronically in the qualified products database (QPD). The QPD can be accessed by logging onto the Acquisition Streamlining and Standardization Information System (ASSIST) database at <http://assist.daps.dla.mil/>.

Qualified Products Lists vs. Qualified Manufacturers Lists

A QPL contains qualifying products or families of products and the sources from which the products can be procured. A QPL is normally used for items with a stable design or composition that will be continually available for an extended period of time, thereby making it practical to qualify individual products without incurring prohibitive testing costs. A product that meets the established qualification requirements is listed on an electronic QPL.

In contrast, a QML focuses on qualifying an envelope of a manufacturer's processes and materials rather than individual products. A QML is especially useful for items that experience very rapid technological advances or that have myriad variations or custom designs that would make individual product qualification impractical or excessively expensive.

A QML applies to products that

- do not have recognized industry part numbers;
- are procured to a specification that covers a wide range of technologies, such as hybrid microcircuits; and
- are part of a family of products with similar characteristics, such as printed wiring boards.

With QMLs, representative worst-case test vehicles or representative samples that contain all potential combinations of materials and processes used during production are carefully examined in order to determine acceptability limits. As evidence that a manufacturer's envelope of processes and materials meets the established qualification requirements, all the acceptable processes and materials are listed on the electronic QML in the QPID.

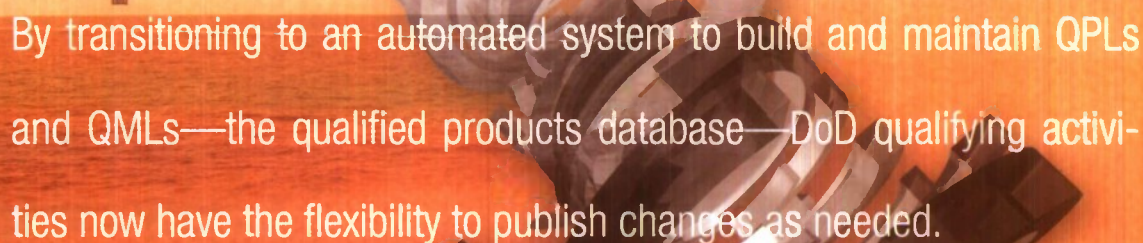
The intent of the DoD qualification program is to allow manufacturers to provide, and purchasers to obtain, satisfactory precontractual evidence that a product, or a family of products, has been tested and has met the requirements of the governing specification. By prequalifying products and sources, qualification reduces acquisition lead-times. Qualification also reduces the cost of testing by eliminating the need for redundant first-article testing, which is especially important when tests are very expensive or take a long time to conduct. In summary, qualification optimizes the relationship between engineering risk and quality assurance, improves readiness through continuous availability of reliable products from viable suppliers, establishes and standardizes the requirements for evidence of manufacturers' capabilities in advance of acquisition, and establishes long-term relationships with suppliers to ensure continuous conformance to requirements and continuous product quality improvements.

What the DoD qualification program does *not* do is relieve suppliers of their contractual obligations to deliver items meeting all specification requirements. The program does not guarantee acceptability under a contract, nor does it waive any requirements for inspections or for maintaining quality control measures satisfactory to the government. In addition, the DoD qualification program does not relieve the original equipment manufacturer of the contractual obligation to ensure that delivered items (including the qualified items used in the equipment) comply with all specification requirements.

Paperless Initiative

Formerly, QPLs and QMLs were published as printed documents. Whenever a list changed, a revised publication (QPL or QML) was issued to update the products or

sources. In addition to the technical requirements for qualification outlined in each governing specification, each qualifying activity develops its own administrative procedures to manage the initial qualification of products and sources, as well as the retention of previously qualified products and sources on a QPL or QML. Because of limitations in engineering support, some qualifying activities may consider adding new products or sources only during a regularly scheduled review. For most QPLs, this review occurs every 24 months, as established by policy in DoD 4120.24-M, *DoD Standardization Program (DSP) Policy and Procedures*. DoD policy requires that the qualifying activities manage QPLs to ensure that previously qualified sources are still viable. Sometimes all that is required is for a management official at a manufacturing plant to certify that the products on the list are still produced and that the manufacturer has not altered the manufacturing processes or materials. If the manufacturer has made some changes, then the qualifying activity may request that the manufacturer submit new test data in order to be retained on the QPL.




By transitioning to an automated system to build and maintain QPLs and QMLs—the qualified products database—DoD qualifying activities now have the flexibility to publish changes as needed.

For certain more dynamic technologies, such as those covered by QMLs, the qualifying activity may make changes weekly. Yet, because of the administrative lead-time to publish a new paper QML, those changes may not be accessible to the general user population for months. By transitioning to an automated system to build and maintain QPLs and QMLs—the qualified products database—DoD qualifying activities now have the flexibility to publish changes as needed. Moreover, as soon as a new QPL or QML is published, all users can have immediate access to the information.

Another motivation behind the QPD was to provide the qualifying activities with additional tools to relieve them of some of the important administrative tasks associated with managing QPLs. For example, the QPD will be able to generate automatic alert notifications to the qualifying activity administrator when it is time for previously approved sources to certify for retention on a QPL. The QPD also provides validation checks to ensure that a QPL is properly prepared before it is published. By pulling address information from the Central Contractor Registration (www.ccr.gov) database, the QPD automatically tracks addresses and alerts the qualifying activity if a listed manufacturer's address changes. This is important, because a manufacturer's move to a new production facility could prompt a qualifying activity

to require the manufacturer to provide new test data or submit to an audit to be retained on a QPL or QML. Similarly, the QPD can alert qualifying activities if a Commercial and Government Entity (CAGE) code is no longer in an “Active” status in the Central Contractor Registration database. This could prompt the qualifying activity to investigate to ensure that the supplier has not been suspended or debarred.

Perhaps the major motivation behind DoD’s decision to develop the QPD was to improve the management of DoD QPLs. By automating certain tasks and by designing special reports, the QPD can help qualifying activities keep their assigned QPLs up to date. Some reports were designed to provide some oversight and insight for management officials in the military departments, the Defense Logistics Agency, and DSPO. For example, it is now very easy to generate a list of all QPLs with no approved sources or with only one approved source. This is important information for management, because one of the goals of the DoD qualification program is to promote competition, not to limit it. If a specification has had a qualification require-



By automating certain tasks and by designing special reports, the QPD can help qualifying activities keep their assigned QPLs up to date.

ment for many years and there are still no approved sources, then perhaps the specification needs to be reviewed and modified, either to remove the qualification requirement and replace it with a requirement for first-article testing, or perhaps to change the specification so that producers can meet the requirements.

Several reports have been designed specifically to help suppliers meet their periodic certification requirements for retention on a QPL. For example, one report—“Manufacturers Parts by CAGE Code”—allows a manufacturer to enter its CAGE code and produce a list of all parts associated with that CAGE code on a QPL. The report also provides a drop-down list that identifies all of the QPLs containing a particular CAGE code. The report may then be exported, either in PDF format or as a Microsoft Excel spreadsheet. This is a particularly useful report when a manufacturer has an extremely large number of parts on a QPL. A manufacturer can annotate changes on this file and submit it to the qualifying activity along with their periodic certification.

Transition in Progress

For the past 2 years, rather than publishing a PDF version of updated QPLs and QMLs in the ASSIST database, the updated QPLs and QMLs have been published in the QPD. The first time this occurs, a transformation notice is published in ASSIST to alert users that the qualification information associated with the QPL or QML has been transformed into an electronic record in the QPD. Changes have been made to the ASSIST, to Quick Search, and to the www.assistdocs.com databases to allow users to pull up data related to a transformed QPL or QML directly from the QPD. The data may be accessed directly from the Document Details page of either the QPL or QML, or from the associated governing specification, in any of those three databases.

Users who log on to ASSIST (<http://assist.daps.dla.mil>) to access the QPD may use a variety of search options, such as searching by the government or manufacturer designation, specification number, Federal Supply Class or standardization area, or name of the supplier. All users may also access some very useful reports. Besides “Manufacturers Parts by CAGE Code,” users looking for a national stock number (NSN) can view “Government Designation by NSN” to see if an NSN is associated with a qualified part. Many parts on a QPL are not assigned NSNs, because they may not be directly purchased by federal activities. However, if the NSN is associated with a government part on a QPL, then the user may select “Manufacturers by Government Designation” to generate a list of all qualified sources for a specific government part.

This new system has already begun to revolutionize the DoD qualification program, but more work needs to be done. For instance, as of September 2008, 445 of the 759 active QPLs and QMLs have been transitioned to the QPD. Based on feedback from both the qualifying activities and users, DSPO continues to enhance the QPD to ensure that it meets the needs of the people who manage the qualification process and the users who rely on the information.

For more information about the DoD qualification program, please contact Donna McMurry (703-767-6874 or Donna.McMurry@dlamail.mil).

About the Author

Donna McMurry is a member of the DSPO staff. She is a program analyst and is the program manager for the DoD qualification program. ✱

Increasing Knowledge through Defense Standardization Training

By Tim Koczanski



Are you responsible for managing specifications or for selecting and applying military or federal standardization documents? Are you involved in the preparation of commercial item descriptions (CIDs)? Do you need to brush up on your market research skills? You can increase your knowledge by taking advantage of the courses sponsored by DSP through the Defense Acquisition University (DAU).

The DSP-sponsored DAU courses address standardization and specification topics in support of the acquisition, logistics, and systems engineering communities. These courses—which can be found in the DAU Catalog under the Production, Quality, Manufacturing (PQM) series—are available at no charge to DoD uniformed and civilian employees, federal civilian employees, and industry personnel. The courses are not requirements for DoD certifications, but credits earned from these courses can count toward the 80 credits required every 24 months to maintain certification as mandated by the Defense Acquisition Workforce Improvement Act.

Course Formats

DSP-sponsored courses are offered in three formats:

- *Traditional classroom.* In the traditional classroom format, an instructor is brought to a specific site to teach the class in a lecture/seminar style. Generally, these sites are identified by the Defense Acquisition Curriculum Manager. The site must have a minimum of 25 students who are enrolled in the class 60 days before the course is scheduled to begin. This format allows for students within an installation to attend as well as those working at neighboring installations. This type of course can last from 1 day to 2 weeks.
- *Facilitated Online Learning Environment (FOLE).* With FOLE, the student participates online through a structured series of lessons via a virtual classroom. Although a FOLE course is online, it is not self-paced. Students are overseen by a DAU instructor and are expected to participate and make contributions online using the course's Blackboard™ web portal. Students are also expected to submit their assignments online using the web portal. In addition to using the portal to upload assignments, students can post comments about their assignments, give feedback on team assignments, and pose questions.
- *Continuous Learning Environment (CLE).* CLE is an online self-paced format in which students log on and take courses through virtual lectures and examinations. Students can print out information and participate in material reviews, and once they have finished the units and passed with a grade of 100 percent, they can print out certificates of completion.

These three formats enable DSP to deliver material to students “just in time” in a way that best uses students’ time and ensures the most effective and efficient delivery of course material.

DSP-sponsored courses are not offered in all three formats. The DSP has identified the best format for each course and, where it makes sense and is practical, offers untraditional formats to allow for better dissemination of information.

DSP Course Offerings

DSP courses are designed to address standardization-related topics in support of the acquisition, logistics, and systems engineering disciplines. The courses are as follows:

- *PQM 103, Defense Specification Management.* This 2-week, instructor-led, traditional classroom course is for the standards practitioner. The goal of the course is to provide students with in-depth knowledge about the application of DoD policy and procedures when developing and managing standardization documents. At the end of the course, the students will be able to develop and apply performance-based standardization documents that meet the users' needs, understand the rationale for using commercial products and practices, and implement best-value concepts. In addition, students will be able to identify, locate, and obtain standardization documents. The target audience for this course is DoD acquisition personnel actively involved in the development or management of specifications and standards, handbooks, CIDs, or non-government standards.
- *PQM 104, Specification Selection and Application.* This 2-day, instructor-led, traditional classroom course is for individuals needing an overview of standardization concepts and standardization documents. The goals of the course are to familiarize students with DoD standardization policy and procedures, to impart an understanding of the different types of standardization documents, and to enable students to select the most effective documents to meet user needs. In addition, students learn to identify, locate, and obtain standardization documents. The target audience for this course is DoD personnel who are involved in setting requirements and making standardization decisions or who use specifications and standards but are not actively involved in the development or management of requirements documentation.
- *PQM 203, Preparation of Commercial Item Descriptions for Engineering and Technical Personnel.* This FOLE course uses online exercises and group discussions to develop an understanding of CIDs. In this class, students learn how to implement appropriate DoD policy regarding CIDs and how to develop a performance-based CID of products that will meet DoD requirements. The target audience for this course is DoD personnel who are involved in generating product descriptions for commercial and nondevelopmental items or who determine the commerciality of an item.
- *CLE 028, Market Research for Engineering and Technical Personnel.* This CLE module is a self-paced online course that will familiarize the student with potential sources of information that can be used for market research, types of market research available to technical personnel within DoD, and ways to conduct ongoing market research. At the end of

the course, students will be able to apply market research principles and processes and to plan and conduct market research on a commodity. Although this course is self-paced, caps exist on the amount of time the student may take to complete the course. A student who exceeds the cap must enroll again. The market research course is open to anyone. However, the target audience is DoD acquisition personnel who are in certain career fields—program management; planning, research, development, and engineering; life-cycle logistics; test and evaluation; production; quality and manufacturing; and related career fields—and who are involved in developing acquisition requirements, conducting tradeoff evaluations with users, or determining the commerciality of supplies and services.

Course Access

Enrolling in the courses is simple. To do so, please go to www.dau.mil and click “I Need Training” on the left side. From there, click “Apply for a Course,” and then click your respective service, agency, or other organization. A screen will appear that will allow you to sign on and register for the course. From the “I Need Training” link, you can also locate course information, schedules, and pre-course information. That link also allows you to browse and register for online courses by clicking “Browse Distance Learning Courses” or “Login–Distance Learning Courses.”

Additional Standardization Resources

In addition to the courses offered through DAU, another important source of information is the DSP website, which has been updated recently. By logging on to www.dsp.dla.mil, individuals can access key DSP policy documents; learn about programs and initiatives under the purview of the DSP; and obtain point-of-contact information for DSPO, departmental standardization offices, the services’ Standardization Executives, and approval authorities and processing offices. Additional information on DSP programs and publications can be found in the website’s Library. The library contains all issues of the *Defense Standardization Program Journal*; the journal contains articles on various topics of interest to the defense standardization community. Also in the library are standardization case studies, which promote success stories in which standardization was used to ensure interoperability, reduce costs, and sustain readiness.

With its purpose to reduce costs and improve operational effectiveness by championing standardization throughout DoD, the Defense Standardization Program stands ready to assist. For more information on the DSP suite of programs and services, please call 703-767-6888 or visit the DSP website: www.dsp.dla.mil.

About the Author

Tim Koczanski is a member of the DSPO staff. He is the editor of the *Defense Standardization Program Journal*. In addition, he works on qualification and training related to standardization. ✨

Defense Standardization Program Awards

On March 4, 2008, **Mr. Jim Hall**, Assistant Deputy Under Secretary of Defense for Logistics Plans and Studies (ADUSD LPS) and **Mr. Gregory Saunders**, Director, Defense Standardization Program Office, presented eight awards to recognize individuals and teams whose standardization efforts demonstrably promoted interoperability, reduced total ownership costs, or improved readiness.



2007 DISTINGUISHED ACHIEVEMENT AWARD WINNER

The 2007 Distinguished Achievement Award, which includes an engraved crystal Pentagon and a check for \$5,000, went to a team from the Defense Energy Support Center, Defense Logistics Agency. This team led the effort to standardize critical fuels equipment and consolidated fuels training for the military services and theater combatant commands. The team published a joint performance specification for collapsible fuel tanks, assisted with revising SAE Aerospace Standard 5877, developed policy to reduce the number of different fuel filter elements, merged lesson plans, and consolidated fuels quality training. The team also reviewed laboratory functions worldwide to ensure economy and efficiency of operations. The tangible savings and potential cost avoidance associated with these initiatives total approximately \$119 million over 20 years. The intangible savings are significant; logistics tails are reduced, interoperability is increased, safety is improved, and training is enhanced.

Team members: William MacLaren, Larry Woolverton, Shawn Simon, Richard Iwanski, and James Eberhardt.



Pictured above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. Richard Iwanski; Mr. William MacLaren; Mr. Larry Woolverton; Mr. James Eberhardt; and Mr. Jim Hall, ADUSD LPS.

ACHIEVEMENT AWARD WINNERS



Pictured above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. Jim Hall, ADUSD LPS; Mr. James Todd; Mr. Jorge Rivera; COL Kevin Dietrick; and Mr. Luis Garcia-Baco, Army Departmental Standardization Office (DepSO).

James Todd was instrumental in the development and implementation of standards for the Future Army System Integrated Target (FASIT). The new system will integrate the Army's immediate and evolving warfighting training needs and industry capabilities into a set of specifications and interface control documents that will enable procurement of interchangeable, plug-and-train, live-fire training devices. In addition, FASIT will have open architecture interfaces to support emerging technology and range instrumentation requirements. Use of the FASIT standards will reduce total ownership costs, enhance threat representations, reduce component size, increase modularity and reuse opportunities, and decrease battery consumption. When fully implemented, FASIT will allow the Army to avoid an estimated \$39 million in cost to modernize live-fire training range infrastructure and hardware.

ACHIEVEMENT AWARD WINNERS



Pictured above are, left to right, Mr. Gregory Saunders, DSPO Director; Ms. Kathi Chesser; Mr. Denny Mai; Mr. Adam Osborne; Mr. Mark Minik; Mr. Kenneth Cole; Mr. Gregory Penk; Mr. Jeff Allan, Navy DepSO; CAPT Kevin Redman; and Mr. Jim Hall, ADUSD LPS.

A **Navy** team looking for efficiencies in the provision of services to Navy and Marine Corps air stations by the Navy Operational Support Facility (OSF)—a key component of the Standard Terminal Automation Replacement System (STARS)—recognized that cost and staffing efficiencies, along with improvements in data collections methods, could be gained by creating a single DoD-wide STARS OSF. The team, working jointly with the Army, Air Force, and Federal Aviation Administration, developed detailed processes and procedures for STARS sites. By implementing lessons learned and applying the standardized process and procedures, the Navy team has been able to provide OSF support to the entire DoD STARS community more quickly and with fewer resources than would be possible if each service had its own OSF. The estimated cost savings resulting from the use of the Navy STARS OSF to support all DoD STARS facilities total \$14.5 million (FY05–FY09).

Team members: Kathi Chesser, Adam Osborne Jr., Mark Minik, Kenneth Cole, and Michael Corrigan.

ACHIEVEMENT AWARD WINNERS



Pictured above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. John Gatt; Mr. Jack Mills; Mr. Joe Joseph; Mr. Jeffrey Allan, Navy DepSO; CAPT Kevin Redman; and Mr. Jim Hall, ADUSD LPS.

Jack Mills, the program manager for the Naval Air Systems Command's Depot Maintenance System (NDMS), implemented a standardized structure and process for software development and life-cycle management of the NDMS portfolio of 31 major applications. The results are a significantly reduced NAVAIR depot IT budget—from \$124 million in FY03 to \$88 million in FY08—and significantly improved quality, system reliability, customer satisfaction, and readiness. In addition, Mr. Mills's use of industry best practices led to a 68 percent reduction in applications in the Maintenance Execution and Control Portfolio.

ACHIEVEMENT AWARD WINNERS



Picture above are, left to right, Mr. Gregory Saunders, DSPO Director; Dr. Clarence Gooden; Mr. James Edwards; Ms. Lorraine Wright; Mr. Edwin Mills; Mr. Martin Lentz; Mr. William Likos; Dr. Bill Borger; Mr. Gerry Friesthler; Mr. Paul Ulrich; Mr. Michael Mead; Mr. John Heliotis, Air Force DepSO; and Mr. Jim Hall, ADUSD LPS.

DoD is developing alternative fuels as a means to ensure secure sources of energy. An **Air Force** team—working closely with fuel experts in the areas of development and sustainment of weapon systems, ground support equipment, and refueling infrastructure—developed a standardized process to certify the new fuels. Previously, certification of a new fuel type was tailored to each weapon system, making conversion of the systems to the new fuels time-consuming and costly. The team documented the certification process in MIL-HDBK-510, *Aerospace Fuels Certification*. The new process is expected to reduce conversion to no more than 3 years for all weapons systems, ground support equipment, and refueling infrastructure and to significantly reduce conversion costs.

Team members: James Edwards, Virgil Regoli, Martin Lentz, William Likos, and Edwin Mills.

ACHIEVEMENT AWARD WINNERS



Picture above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. Thomas Hess; Mr. Dave Moore; Mr. Sam Merritt; Col Dan Hicks; Mr. Bill Lee, DLA DepSO; Ms. Christine Metz, DLA Standardization Executive; and Mr. Jim Hall, ADUSD LPS.

Thomas Hess, of the Defense Supply Center Columbus, made outstanding contributions to Revision H of the military performance specification for microcircuits. The revised document addresses the current engineering and technical needs of the space community, military agencies, and DoD equipment manufacturers for robust military and space grade microcircuits. This specification affects more than 20,000 standard parts and some 600 military systems that depend on the key standard parts from this program. By increasing standardization and interoperability, Mr. Hess's efforts have increased reliability and quality without increasing the cost of the part.

ACHIEVEMENT AWARD WINNERS



Picture above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. Andrew Ernst; Mr. Jeffrey Zern; Mr. Jeffrey Carver; Mr. Joe Gemperline; Mr. Dave Moore; Col Dan Hicks; Mr. Sam Merritt; Mr. Bill Lee, DLA DepSO; Ms. Christine Metz, DLA Standardization Executive; and Mr. Jim Hall, ADUSD LPS.

A joint **Defense Logistics Agency/Army** team overhauled the military performance specification for standard chip resistors to incorporate improved power ratings. The overhaul added 13 new specification sheets to cover requirements for chip resistors with higher power ratings. As a result of this effort, DoD can upgrade the existing part designs to improve power ratings rather than introduce new parts into the logistics system. Introducing a new series of thousands of standard parts into the inventory would cost more than \$8.1 million.

Team members: Andrew Ernst, Jeffrey Zern, and Jeffrey Carver.

ACHIEVEMENT AWARD WINNERS



Pictured above are, left to right, Mr. Gregory Saunders, DSPO Director; Mr. Ned Pruitt; Mr. Craig Matzdorf; Mr. Dick Kinzie; Mr. Steve Carr; Mr. Larry Cornwell; Mr. Greg Pobiak; Mr. Dan Dunmire; Col Gary Wiest; Mr. Bill Lee, DLA DepSO; Ms. Christine Metz, DLA Standardization Executive; and Mr. Jim Hall, ADUSD LPS.

A joint **DoD/Coast Guard** team implemented the use of new anticorrosion polyurethane gaskets material and tape for antenna and floorboard applications on military aircraft. The use of this new material reduces and, in some cases, eliminates corrosion of antennas and airframes; simplifies removal of components; and allows for the extension of maintenance cycles, which gives personnel more time to perform other important maintenance tasks. More important, use of the new material increases readiness, by increasing component time on wing, and increases mission effectiveness, by reducing or eliminating communication issues due to degradation of the interface between component and aircraft. The polyurethane gaskets were so effective in field demonstrations that they have become the standardized technology for preventing corrosion-related issues on military aircraft.

Team members: Ned Pruitt, Craig Matzdorf, Dick Kinzie, Steve Carr, and Larry Cornwell.

Program News

Topical Information on Standardization Programs

New Parts Management Course Is Available

In August 2008, the Defense Acquisition University launched a new DSPO-sponsored course on parts management: CLL 206, Parts Management Executive Overview. The course is in a continuous learning module (CLM) format, enabling students to take the course online at their convenience (go to <http://www.dau.mil>, click Continuous Learning). Students who register and complete the 1.5-hour course qualify for 1.5 continuous learning points. A student may select "browse" to review the course without registering for credit. This course provides user training for the reengineered DoD parts management program addressed in MIL-STD-3018, "Department of Defense Standard Practice: Parts Management," issued in October 2007. Parts management is an integral part of the acquisition process for design, development, modification, and support of weapon systems.

Survey Coming on Nonrecurring Cost Metrics for DMSMS Resolutions

To continue providing reliable cost analysis information, DoD will be asking DoD programs and defense companies to participate in a data call in the second quarter of 2009 to update nonrecurring cost metrics for Diminishing Manufacturing Sources and Material Shortages (DMSMS) resolutions. To assist DoD with the update, the Department of Commerce will be issuing a survey to which all recipients will be required to respond.

Now is the time to begin keeping track of actual costs. Your participation in this matter is critical to ensuring that useful cost factors are maintained and that they continue to be the "gold standard" for DMSMS cost analysis.

Why is this being done? With the success and universal acceptance of the nonrecurring cost metrics for DMSMS resolutions originally published in 1999, DoD is interested in updating the metrics with current data. Among the driving factors for the update are the many changes in technology and production processes that have occurred over the last 10 years; the metrics need to be changed to reflect the current costs associated with

those changes. In addition, the resolution categories have been significantly refined and need to be included for the update. For example, to increase the usability and accuracy of the metrics, more detail will be added to the following resolutions:

- Substitutes—have been clarified to address minor administrative changes of drawings to complex substitutions that require extensive testing and technical data package updates
- Emulation—has been clarified to address application-specific integrated circuits and hybrids
- Redesign categories—have been expanded from minor board changes to technology enhancements that reduce component count and use of commercial off-the-shelf replacements.

The survey will not be released until the second quarter of 2009, but now is the time to track actual costs. Before releasing the survey results, the Department of Commerce will remove all proprietary information and any information that would disclose DoD programs, company names, or sources.

The points of contact for the update are as follows:

- Mr. Alex Melnikow, Defense Standardization Program Office
(alex.melnikow@dla.mil)
- Mr. Wesley Trunnell, Defense MicroElectronics Activity
(Trunnell@dmea.osd.mil).

Thank you for your participation and support.



Events

Upcoming Events and Information

October 23, 2008, Washington, DC

World Standards Day

The U.S. celebration of World Standards Day will take place on October 23, 2008, at the Ronald Reagan Building and International Trade Center in Washington, DC. This year's theme is "Intelligent and Sustainable Buildings." For more information about the 2008 World Standards Day celebration, exhibition, reception, and dinner, please go to <http://wsd-us.org>.

October 27–31, 2008, Burlingame, CA

PSMC Fall 2008 Conference

The Parts Standardization and Management Committee will hold its Fall 2008 Conference during the week of October 27–31 in Burlingame, CA. The conference will be held at the Embassy Suites San Francisco Airport (650-342-4600). The conference fee is \$135. Additional information is available at www.dscc.dla.mil/programs/psmc.



People

People in the Standardization Community

Congratulations

Trudie Williams of the DSPO staff has been selected as this year's winner of the SES/CSA Lorne K. Wagner Memorial Award. The award was presented at the Standards Engineering Society's conference in San Diego, CA, in August. The award is for noteworthy contributions or service to the growth and development of SES. Ms. Williams's chairing of the SES conference for the past 2 years and her active participation in its planning and execution in previous years certainly has contributed to that growth and development.

Welcome

In January 2008, after being gone for nearly 20 years, **Tom Ridgway** returned to DSPO to assume program management responsibilities for the Joint Standardization Boards and the Item Reduction Program. Since leaving DSPO in March 1989, Mr. Ridgway has held many challenging and rewarding positions within the Defense Logistics Agency (DLA). Among other things, he served as the deputy executive director for Materiel Process Management, the deputy executive director for Business Modernization, and the DLA Standards Improvement/Standardization Executive.

James Eschmeyer was promoted in August 2008 to chief of the Hybrid Devices Team at Defense Supply Center Columbus (DSCC). Before his promotion, Mr. Eschmeyer served 17 years as an electronics engineer on the Hybrid Devices Team. The team manages the DoD qualified manufacturers list for hybrid microcircuits. He replaced Joseph Gemperline, who was promoted to chief of the Sourcing and Qualifications Unit.

Farewell

Robert Evans retired on January 3, 2008, after 31 years of federal service. Mr. Evans was chief of the Sourcing and Qualifications Unit, which manages the DoD Products Qualification Program at DSCC. The Sourcing and Qualifications Unit comprises four teams, each assigned management responsibility for different technologies, such as construction items, printed wiring boards, passive electronics, and complex hybrid microcircuits. He was involved in DoD specification reform, the PRI Qualified Product Management Council, and several non-government standards bodies. In addition, he worked closely with DSPO in transitioning from the paper-based qualified products list to the Qualified Products Database.

Upcoming Issues Call for Contributors

We are always seeking articles that relate to our themes or other standardization topics. We invite anyone involved in standardization—government employees, military personnel, industry leaders, members of academia, and others—to submit proposed articles for use in the *DSP Journal*. Please let us know if you would like to contribute.

Following are our themes for upcoming issues:

Issue	Theme
October–December 2008	Biometrics
January–March 2009	Non-Government Standards
April–June 2009	Interoperability
July–September 2009	Warfighter Support

If you have ideas for articles or want more information, contact Tim Koczanski, Editor, *DSP Journal*, Defense Standardization Program Office J-307, 8725 John J. Kingman STP 3239, Fort Belvoir, VA 22060-6233 or e-mail DSP-Editor@dla.mil.

Our office reserves the right to modify or reject any submission as deemed appropriate. We will be glad to send out our editorial guidelines and work with any author to get his or her material shaped into an article.



